# ROAD IS REFUSED THREE-CENT RATE

R. F., & P., Like Washington-Southern, Allowed to Charge 2 1-2 Cents.

WAS EXPECTED ACTION

Board May Appeal, but Likely to Await Decision in Case of Sister Line.

As was fully expected, the State Corporation Commission yesterday entered an order in the rate case of the Richmond, Fredericksburg and Potomae Railroad similar to the decision in the Washington-Southern case, made last summer. The order refuses the road's petition to be allowed to charge intrastate passengers 3 cents per mile, but permits it to make a charge of 215 cents on its line from Elba Station,

Hichmond, to Aquia Creek.
The two railroads mentioned make up the Richmond-Washington system, and exactly the same conditions cover them. About eighteen months ago the Washington-Southern filed its petition asking for a 3 cent rate, but no decision was had until last June, when an order was entered permitting a rate of 2% cents, and retusing the 3 cent fare. The Washington-Southern took an appeal to the Supreme Court, which was argued about two weeks age, and is now awaiting decision.

Road May Appeal.

It is presumed that the Richmond,
Fredericksburg and Potomac will await the final decision in the Supreme Court in the Washington-Southern matter In the Washington-Southern matter before it takes an appeal. There was no talk of an appeal by the State in the Washington-Southern case, and it is presumed there will be none in this instance. The permission to charge 2½ cents will probably be disregarded, as it was in the other case. The ruling is in effect April 1.

In both hearings the plea was that

In both hearings the plea was that the line did not wish to charge intrastate passengers more money, but that it feared a ruling by the Interstate Commerce Commission allowing it to charge a rate of only 2 cents a mile on its through business. Therefore it was not satisfied with the 234 cent rate awarded last summer, and re-

fused to accept it. Commissioner William F. Rhea dissents from the decision of Mesterday, and filed a short statement giving it as his opinion that the Richmond, Fredericksburg and Potomac should be required to maintain its present maximum rate of 2 cents per mile.

Maintain Mileage Tickets. The court provides:

"That this order shall not be con-strucd as authorizing or allowing the withdrawal from sale of any commutation rates or mlleage tickets now authorized and published by the said Richmond, Fredericksburg and Potomac Railroad Company;

as authorizing or allowing the awal from sale of any commurates or mileage tickets new ized and published by the said ond, Fredericksburg and Potoallroad Company; allroad Company; all foregoing it in applying the fo "That in applying the foregoing 

be the table which properly apportions the expense between the interstate and tutrastate business. The apportionment is made upon the basis of passenger miles, excluding from the intrastate revenue that derived from the interstate passengers who buy reduced rate tickets to Alexandria and travel to the line for points beyond the line for points over the line to points beyond the State. It shows that the number of miles thaveled by intrastate passengers is 6.580,911, as against 31.965.459 traveled by all passengers. The in-



Nature in her wisdom requires eight days to properly sprout barley when planted in the ground.

In the making of malt for Pabst Blue Ribbon beer, every grain of barley is allowed to grow for eight days, as Nature intended it should. This insures the proper developing of every particle of the rich food value in the grain, all of which goes into this famous brew-

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haul; no charge shall be made for 586.59, is the loss on intrastate freight fractions of less than one-half mile, and fractions of one-half mile or more may be counted as one mile; and tor shown by that table, is \$77,876.59, an odd number of miles the company may charge as for the next highest even number of miles. For example, these figures, if as arranged, they delive miles."

The question which we are to consider, however, is whether such rate of business, as while the entire freight expense, as shown thereby, is \$88.457.39. While these figures, if as arranged, they for eleven miles the charge may be as for twelve miles."

Opinion of Commission.

The question which we are to consider, however, is whether such rate only in while the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the studied at the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company without imposing undue hardship upon the traveling public. Taking a broad view of the railway the company of the company without imposing the coal public. Taking a broad view of the railway the company of the company t failroad company, proceeds:
Subject to the criticisms herein made, we believe statement No. 2 to be the table which properly apportions be the table which properly apportions public authority, we must assume that they are made to meet competition, or

Spring is the season when the blood is weakest, and our systems least responsive to the demands of nature. It is the time of fickle appetites, poor digestion, lack of energy, bodily fatigue, and many other systemic disturbances which warn us that we need a tonic. A great many so called tonics are mere nerve stimulants, often producing exhibarating effects, but acting with decided injury on the system later. If your system is weak and depleted you can only tone it up by supplying an increased amount of nourpleted you can only tone it up by supplying an increased amount of nourishment, and this can come only through pure, rich blood. S.S.S. is the greatest of all blood purifiers; and it is the one medicine you can rely upon to supply the system with the best tonic effects and at the same time thoroughly purify the blood. Many people have put off using a tonic until the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease, and have paid for the system became so weakened it could not resist disease. neglect with a spell of debilitating sickness. S. S. S. is nature's ideal tonic; made entirely of healthful roots, herbs and barks. It tones up the stomach and digestion, aids and improves the appetite, and in every way contributes to strong, robust health. S. S. S. is for sale at drug stores.

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### FACTS AND FIGURES CONCERNING THE

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No motor left running, eating up gasolene, when you stop and adding to the expense, and no laborious cranking up when you want to start. Requires no mechanical skill to operate and costs less than onehalf the gasolene truck.

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Virginia Railway and Power Co.,

SEVENTH AND MAIN STREETS, - RICHMOND, VA. Publicity Bureau of Richmond.

and such intrastate passenger train revenue is only credited with 6 per IN FEDERAL COURT cent. of the gross earnings of \$118,-814.86 for carrying express matter, or \$7,128.89, while the expense of carrying such intrastate mail and express is

senger mileage with 20.59 per cent. of the expense of doing that business. In other words, the figures,

when analyzes, show that while the intrastate earnings on United States mail

the expense of doing that business.

The same error is repeated in deal

ing with the express revenue, for while the intrastate revenue is only

credited with \$7,128.89, it is charged with 20.59 per cent, of the expense of doing the business, or \$14,783.50.

With these figures revised, and charging the intrastate passenger train

milt up a prosperous business, is to

its credit, and its stockholders are en-titled to all fair profits and benefits

arising from their investment.

It is the duty of the company to serve the public properly and at reasonable and just rates, and there is a reciprocal duty on the part of the

public to pay reasonable prices for

On Par With Others.

While we cannot accede to the company's contention that it should have On Par With Others.

cents per mile per passenger as its

maximum passenger rate, we think that it is entitled to the same rate which has been permitted to the other

standard railways in the State, namely, a maximum rate of 216 cents per mile,

We know of no good reason for allow-ing this road to charge more, and think

cheap commutation rates. The aver-

age rate at which these commutation tickets are sold is seven-tenths of a cent per mile. The average rate of all Virginia business is 1.59 cents per

mile, while such average on interstate passenger business is 2.33 cents per

mile. These cheap rates were volun-

tarily put in, and we believe they have

proved profitable to the company by inducing a larger volume of travel,

These commutation rates and mileage tickets must be maintained, and hence

he average rates will not be greatly

An order similar to the orders en-tered in the cases of the other standard railways in this State, establishing a

railways in this State, establishing a 2½ cent maximum rate per mile, will be accordingly entered in this case.
Wingfield, Commissioner, concurs.
Rhea, Commissioner, dissents.

TWO FARMERS INJURED.

the services rendered.

charged on the basis of intrastate pas- Former Mail Clerk Charged With Extracting Letters.

are only credited with \$2,236.93 those earnings are charged with \$7.726 as RELEASED ON \$1,000 BOND

Railway Contractors Bring Suit In Chancery-Ejectment Case on Trial.

charging the intrastate passenger train revenue with expenses based upon the revenue received, or 3.6 per cent. the difference in favor of the intrastate revenue on United States mail is \$6.375.17, and on the same basis, charging express revenue with 6 per cent. of the expense of doing it, the difference intrastate passenger train [Special to The Times-Dispatch.] Lynchburg, Va., March 15.—Prest in Smith, of Gordonsville, a former railing way mail clerk, was indicted in the day on the charge of extracting registered letters from the mails passing the control of the companion of the charge of extracting registered letters from the mails passing the charge of the charge of extracting registered letters. one in favor of the intrastate revenue through his hands while in the dison express business is \$10,475.52. So that the apparent deficit of \$3,236.57 leased under bond in the penalty of above referred to on passenger train \$1,000 for his appearance before a fu-

above referred to on passenger train sl,900 for his appearance before a furterenue is canceled, and accepting the figures of the company, and fairly analyzing them, a profit upon passenger train intrastate business is shown, amounting to \$13.814.13. That the results here stated may be crearly apprehended, the said statement 2 filed by the company, together with an additional statement relating to the crearly apprehended and the said statement and the court for trial. ditional statement relating to the er-in-law going his bond, which was United States mail and express revenue and expenses, are hereto appended as a part of this opinion.

er-in-law going his bond, which was fixed at \$1,000. At the last term of the court the case was continued because of the absence of witnesses, and the Expense Provided For.

There is in this table another item bond being for his appearance here tharged against the intrastate freight yesterday.

revenue which should not be over-looked. That revenue is charged with 15 per cent. of the gross intrastate freight revenue as the excess of the expense of doing the local freight bus-iness over the average business, amounting to \$11,248.54. The theory upon which this charge is made is that

by the state of this charge is made is that it costs more to do intractate freight business than it does to do the entire freight business. If this be admitted to be true, it would seem that at least in the case of this railrad such additional expense has been fully provided for without the addition of this arbitrary and estimated there.

trary and estimated charge. For it Suit in Chancery.

appears from the evidence submitted. In order to secure a balance alleged by the company that although the to be due them for an immense amount intrastate freight constitutes only 5.18 of work done on the new line of the per cent. of the total tonnage, yet it has already been charged in that statement with 9.36 per cent, of the expense of doing the total freight business, and tors, through their attorneys, Harper that that while the average revenue per ton from all business is 60 cents, the average from intrastate is 80 cents or company and the Southern Rallway per ton. It further appears from the cyidence that the intrastate freight rates are about 50 per cent. greater in revenue per ton mile. So that it in revenue per ton mile. So that it is secured by a mechanic's lien in revenue per ton mile. So that it is secured by a mechanic's lien in revenue per ton mile. So that it is secured by a mechanic's lien in revenue per ton mile. So that it is secured by a mechanic's lien in revenue per ton mile. So that it is secured by a mechanic's lien in revenue per ton mile. So that it is secured by a mechanic's lien in revenue per ton mile. So that it is secured by a mechanic's lien in revenue per ton mile secured by a mechanic's lien in revenue per ton. The balance sued for is for work in the mile attorneys. Harper & Goodman, have instituted a suit in the chancery here against the W. J. Oliver average from the southern Rallway which is secured by a mechanic's lien in revenue per ton.

rates are about 50 per cent, greater in revenue per ton mile. So that it would seem that the additional expense of doing the intrastate freight bustiness has already been provided for by this company by such expense charged and such higher freight rates.

Profit. Nat. Profit.

many other lines in the State, and while we believe on account of its large interstate earnings that it is Those victims of dread rheumatism who feel their case is hopeless should not despair if they have never tried this successful formula. A well-known physician asserts that this particular formula has more actual cures to its credit than all the ordinary patent medicines on the market. To be assured of results, have a druggist mix it who will use only the true and pure ingredients.

iodide of Potassium. 1 drams Sodium Salloylate. 4 drams Wine of Colchicum. 1/2 oz Comp. Ess. Cardiol. 1 oz Comp. Fld. Balmwort. 1 in a position to continue to maintain its present 2 cent rate without undue hardship, we still believe that, taking all the circumstances into considera-tion, 214 cents per mile per passenger is a fair rate for the service rendered. The fact that it has a good location. is well organized, has conducted its affairs with economy and skill, and has

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one Knocked Down by Cow and Other Falls From Stand.

[Special to The Times-Disnatch.]
Roxbury, Va., March 15.—N. C. Talley, a well known farmer of this section, was struck and knocked down by a cow this morning while he was putting a hell around the animal's neck. The infuriated beast trampled on the prostrate man, and was in the act of goring him with her horns when Mr. Talley's daughters, who had been summoned by his cries for aid, arrived on the scene and drove the cow away. Mr. Talley was immediately given medical attention, and while his injuries are painful they are not serious.

S. i. W. Crump, another prosperous.

this court for a considerable time, there having been several continu-As is the case with nearly all ejectment proceedings, this case will be stubbornly fought from beginning to end by both sides,

POPULATION STATISTICS OF ALEXANDRIA COUNTY Washington, D. C., March 15, --Population statistics of Alexandria county, Va., announced to-day by the Director of the Census, were: Blace. 1910 1900. Falls Church . . . . 1.128 1,007 

Stouffer—Humston.

[Special to The Times-Dispatch.]

Winchester. Va., March 15.—Clinton
Daniel Stouffer, a young farmer, and
Miss Lacie Beatrice Humston were
married this afternoon at the home
of the bride's parents, Dr. and Mrs. E.
A. Humston, near Winchester, by Rev.
William H. Carter, of the First Bantist
Church

Convention Representing Four States and District of Columbia Adjourns.

[Special to The Times-Dispatch ] Roanoke, Va., March 15 .- The annual convention of the Woodmen of the World, representing Virginia, West Virginia, Maryland, District of Columbia and Delaware, in session here this week, adjourned to-night, after elect-

ing the following officers. Head Consul, C. H. Tumbleson, Nor-folk; Head Adviser, W. w. Sm.... Kenova, W. Va.; Head Clerk, James Gentry, Richmond; Head Banker, L. B. Hargrave, Petersburg; Head Escort, E. M. Enright, Parkersburg, W. Va.; Head Watchman, H. W. Milton, Richmond; Head Secretary, W. B. McCauley, Baltimore, Md.; Head Managers, Dr. H. C. Herman, Hagerstown, Md.; S. B. Gilliland, South Boston; B. F. Williams, Washington, D. C.; W. D. Stoops, Wilmington, Del.; J. L. Orentz, Wheeling

Delegates to the meeting of the Sovereign Camp in Rochester, N. Y.: Maryland-O. M. Snyder, of Hagerstown, and Jacob Ziegler, alternate. Washington-A. L. Hughes, Washington, and H. E. Sangster, alternate. West Virginia-S. M. Zinn, Grafton, and Alex ander Foreman, Morgantown, alternate, Virginia-N. C. Dooley, Roanoke, and W. K. Smiley, Hallfax, alternate. Delegate at large, Past Head Consul

Thayer, Washington. Legislative committée—Isaac Held, Richmond, chairman; Alexander Forc-man, Morgantown, W. Va.; I. B. Wil-liams, Frostburg, Md.; Frank T. Murphy, Washington Wilmfrigton, Del. Washington, and C. A. Somers

The next convention will be held in l'arkersburg. W. Va., the second Tues-

Commissioner Compiling Measures Enacted by North Carolina Legislature.

[Special to The Times-Dispatch.]
Raleigh, N. C., March 15.—Insurance
Commissioner Young is busy compiling
the insurance laws passed by the late
Legislature. Conspicuous among the radical measures offered and defeated were the Koonce resolution, for investigation of fire insurance companies; the Devin bill, to create an insurance commission to have control of insurance matters, including the power of suspending the State regulations when the commission, which was to be composed of the council of State, deemed it advisable: also the Connor bili, for an appeal from the rulings of the insurance commissioner, to the Governor and council of State. Bills of interest enacted into law included:

Limiting the liability to be assumed by fidelity and surety companies to 10 per cent. of their assets.

Providing standard provisions for accident and health policies. Making a reclassification of the dif-ferent kinds of insurance. Allowing life insurance companies

to deposit notes and mortgages on reat estate located outside the State as a part of the reserve securing registered Enlarging the powers of the insur-

ance commissioner, under section 4805 of the revisal, in regard to allowing the sale of stocks, bonds or other obligations of any foreign insurance company. Requiring health, live stock, mu-

rine, leakage and credit insurance policles to be issued and countersigned by the resident agent.
Amending section 4775 of the revisal

forbidding the giving or selling or offering as an inducement with life insurance policies any stocks, bonds or other security or dividends or profit or anything of value not specifie in the policy.

Amending the law in regard to deposits by fire insurance companies by giving the insurance commissioner discretion in taking bonds from surety companies, and when he deems necessary requiring that surety compa-nies shall deposit securities.

A charter is granted by the Secreretary of State to the Guilford County Co-operative Supply Company, of Greensboro, general merchandise; authorized capital, \$100,000; the principal incorporators being C. T. meatherly, H. I. Cannon and John W. Wharton, all of Greensboro. The Saider-Umstead Company, of Durham, changes its name to the Snider-Wilcox-Fletcher Company. Arthur L. Wilcox is president and R. L. Fletcher, secretary. By the terms of an act passed by the recent Legislature, according to the views of the office of the Commissioner of Labor and Printing, the cost without parallel in history, having cured to stay cured permanently, without the use of the knife or X-ray, over 90 per cent. of the many hundreds of sufferers from cancer which it has treated during the consolidation of similar matter. and the consolidation of similar matter into one volume that formerly required two or more. The purpose of the law is to confine State publications to actrious.

S. i. W. Crump, another prosperous farmer, fell from a stand from which he was trimming fruit trees and struck the ground with considerable force.

One of his ribs was fractured, and he was considerably shaken up, but it is not thought that his injuries are gerious.

The courties of the our cures.

Physicians treated free.

| Courties our cures of a to confine State publications to actual rather than apparent necessity. It also provides for a uniform regularity in size, binding and general style of publication, an end greatly to be desired, when the former practice of a different style for each department is considered.

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# SITE FOR SCHOOL

Dispute in Bruton District May Find Its Way Into Court.

[Special to The Times-Dispatch.] Williamsburg, Va., Murch 15.-The wrangle ing in Bruten District, York county, will probably find its way to court, as there i board for alleged "malfeasance of office and tees, from taking any steps towards the location or crection of the building pending charges which, it is said, will be made before Judge Tyler in Yorktown next month. The injunction was refused. The question of location of a proposed central school building has agitated the people of Bruton for more than a year. Two sites are offered, and each is backed by a faction. Recently J. C. Maynard resigned as trustee, and there are now two candidates for the vacancy. They are T. E. Fenne, who is supported by the faction known as the "Biglerites," while J. J. Hovey is receiving the support of the people in the upper part of the dietrict.

F. C. Davis, who has been in the Memorial Hospital, Richmond, several weeks for medical treatment, was brought home last night. ees, from taking any steps towards the lo-

His condition to-day is said to be critical.

Dr. Roach, who has been on leave of absence from the Eastern State Hospital, has returned from Baltimore, where she has been doing laboratory work under Dr. Simon Dr. Pruitt, who has been in her place at the hospital, will return to her home in North Carolina.

hospital, will return to her home in Carolina.

The William and Mary Minstrels will appear in Cameron Hall Friday night under the management of Prof. F. M. Crawford for the benefit of the Colonial Echo, the college annual gublication.

The first game of baseball of the season will be played here on Cary Field Saturday afternoon between the Richmond Collegians and William and Mary.

NO ERROR IN LEWIS CASE.

Murderer of Chief of Police of Spring Williamsburg, Va., March 15.—The wrangle over the location of a central school building in Bruton District, York county, will probably find its way to court, as there is a movement on feet to remove the two remaining members of the district school board for alleged "malfeasance of office and dereliction of duty." An attempt was made dereliction of duty." An attempt was made this week to secure an injunction restraining D. S. Harris and B. F. Wright, the truspensive of the Supreme Court, will pay the death these, from taking any steps towards the location of the Supreme Court handed down an opinion to-day finding no penalty. The supreme Court named down an opinion to-day finding no error in the judgment of the lower court. Upon receipt of a certified copy of the Supreme Court opinion, Gov-



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groves in Lucca.

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Summer Season

## Hotel Grafton

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In the heart of Fashionable Washington,
convenient to all
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High-class accommodations, with best
of cuisine and service at moderate
prices, Cars at Joor to
Depot and all Points
of Interest,

TERMS INCLUDE MEALS. Single Room, \$3.00 per day; \$20.00 per week. Double Room for two people, \$6.00 to \$5.00 per day; \$35.00 to \$50.00

Double Ruom and Bath, for two people, \$5.00 to \$12.00 per day; \$50.00 to \$70.00 per week. Parlor, Bedroom and Bath, for two people, \$12.00 to \$16.00 per day; \$70.00 to \$05.00 per week.

Our new addition affords many additional comforts. HARRINGTON MILLS, Proprietor. Buckwood Inn, FIREPROOF, Shawnee-on Delaware, Pa.